(ङ) अप्रैल, 1994 की स्थिति के अनुसार देश में राष्ट्रीय राजमार्गों की कुल लम्बाई कितने किलोमीटर थी ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) जी हां।

(ख) वर्ष 1951 में राष्ट्रीय राजमार्गों की लम्बाई 22,255 कि.मी. थी।

(ग) तथा (घ) जी हां। मौजूदा लेनों और पेवमेंटों को मजबूत बनाने, मौजूदा राष्ट्रीय राजमार्गों को चौड़ा करने और उनका विस्तार करने, नए राष्ट्रीय राजमार्गों का विकास करने से संबंधित विभिन्न स्कीमों को कार्यान्वित किया गया है। विभिन्न योजना अवधियों के दौरान राष्ट्रीय राजमार्ग नेटवर्क में शामिल की गई कुल लम्बाई और किए गए खर्च की राशि नीचे दी गई है।

क्र० सं०	अवधि		जोड़ी गई लम्बाई (कि. मी.)	किया गया खर्च (करोड़ रु०)
1.	पहली योजना	(1951–56)	—	27.32
2.	दूसरी योजना	(1961–66)	1676	42.84
3.	तीसरी योजना	(1961–66)	179	123.58
		(1966–69)	51	51.96
5.	चौथी योजना	(1969–74)	4819	216.94
6.	पांचवीं योजना	(1974–79)	158	332.55
7.		(1978–80)	46	85.48
8	छठी योजना	(1980–85)	2687	670.40
9.	सातवीं योजना	(1985–90)	1902	1482.18
10.		(1990–91)	77	390.07
11.		(1991–92)	—	424.24
12.		(1992–93)	369	480.51
13.		(1993–94)	—	559.70

(ङ) दिनांक 1–4–94 की स्थिति के अनुसार राष्ट्रीय राजमार्गों की कुल लम्बाई 34,058 कि.मी. है।

Revival of Hooghly Dock and Port Engineers Ltd.

584. SHRI DIPANKAR MUKHERJEE:

SHRI NILOTPAL BASU:

Will the Minister of SURFACE TRANSPORT be pleased to refer to the answer to Unstarred Question 2466 given in the Rajya Sabha on 21.12.94 and state:

(a) whether Government have since taken a decision for the revival of HDPEL:

(b) if so, what are salient Techno-Economic features of the same;

(c) what is the time frame for completion of examination of revival proposal and the time necessary for implementing revival scheme and

(d) if the answer to part (a) above be in the negative; what steps have been initiated by Government to study the reasons for sickness of the company and to revive the same?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) The Company has been incurring heavy losses on account of heavy wage bills, low level of productivity in aduquacy of orders and conventional outdated production facilities. In December. 1994 Management of the company had submitted an action plan containing certain short-term measures for initiating the process of revival, Government has since constituted a committee to evaluate the viability of the Plan submitted by the Company and to suggest suitable measures for the revival or otherwise

Proposal for private sector in road, ports and shipping projects

585. SHRI PRAMOD MAHAJAN:
SHRI VIREN J. SHAH:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have decided to allow private sector to construct roads, ports and shipping projects in the country;

(b) if so, what are the details of various schemes projects in respect of which Government have decided or propose to allow private participation;

(c) what are the names of multinational foreign and domestic companies which have expressed their interest and their likely investment in each project and on what terms and conditions;

(d) what is the present position in this regard;

(e) whether Government have prepared any booklet for the information of investors, showing the areas open for private participation in roads, ports, shipping and other projects; if so, what are the details in this regard; and

(f) what is the total investment requirement in road sector and how Government propose to meet it?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The Government have decided to allow private participation in the following schemes/projects:—

(i) Ports-Setting up of Container Terminal, warehousing and storage facilities, operation and maintenance, of various cargo handling terminals, provision of pilotage and cranage services, dredging, maintenance of various port crafts and other equipments leasing of equipment etc.

(ii) Shipping—A number of opportunities and incentives for investors including 100 per cent investment by Non-Resident Indians in shipping with full repatriation benefits.

The proposal to invite private participation in road sector is under consideration. The bridges, by-passes and expressways are proposed to be included in this scheme.

(c) and (d) Some of the important firms who have expressed their interest are:—

(i) Port projects M/s. P. Rajarathinam & Associates P&O—RPG Group; M/s. Suchindra Investments (P) Ltd. M/s. Geepee Corporation etc..

(ii) Road projects: Bridge Construction Engineering, Kuala Lumpur; CRSS, London; Al Rashid Construction Company, Abu Dhabi; IRCON, New Delhi; Atlanta, Bombay; Larsen and Tubro, Madras; CRIP Abu Dhabi; Gujarat Ambu